

Route 34/72 Jackson



Southeast District
1-888-ASK-MODOT (1-888-275-6636)

Why Does Route 34/72 Need To Be Four Lanes?

The simple answer is **SAFETY**. This is MoDOT's number one priority.

The longer answer is that MoDOT is implementing an access management strategy across the state. Access management is managing the amount and location of access points along a roadway.

Access management greatly improves safety because it reduces the

number of potential conflict points that can lead to congestion

and accidents. Too many improperly located streets and driveways can overwhelm drivers and combined with too many vehicles entering and



exiting a road at too many points, can lead to crashes and injuries.

National studies show that two-thirds of roadway crashes result from access-related problems.

This is why MoDOT is widening Route 34/72 to

a four-lane roadway with a raised median. Managing the points where left turns can be made is simply a matter of improving safety and saving lives.

In addition to safety, studies show access management benefits abound, including decreased congestion, decreased travel time, increased roadway capacity, improved air quality, increased property access and increased economic growth.

The Safety Factor

If you are concerned about safety along Route 34/72, then you realize that the four-

lane, raised median plan for the route is the answer.

MoDOT research verifies about 25 percent fewer accidents on the proposed four-lane versus a five-lane facility. Due to the barrier, many of these avoided accidents are right angle accidents, which are often the most severe. MoDOT's accident data is supplied by the Missouri State Highway Patrol.

Right now, 16,000 motorists use Route 34/72 each day. By the year 2023, 36,000 vehicles are expected to be traveling along the route. That is many families and many lives, and MoDOT has a responsibility to ensure their safety.



Why take a chance? Access management decreases accidents by 25 percent.

Pedestrian Safety

We know that access management can decrease traffic accidents by 25 percent. But what about pedestrians? Research also shows that several access management techniques are just as valuable to pedestrians as they are to motorists.

In addition to reducing the number of conflict points for vehicles, access management also reduces the number of conflict points for pedestrians. Raised medians provide a safe refuge for pedestrian crossing.

Safety research and the table below clearly show that raised medians at street intersections and/or at midblock are a very important design feature for pedestrians.

Roadway	Midblock Ped. Crash Rate*	At Intersections*
Undivided 4-Lane	6.69	2.32
5-Lane	6.66	2.49
Divided 4-Lane	3.86	0.97

*Midblock crash rates are per million vehicle miles and intersection crash rates are per million entering vehicles.

Route 34/72 at Jackson

The Economic Factor

Can MoDOT tell you what a four-lane roadway will mean to your business? The answer is no. Our business isn't economic development, it's building the safest roads possible in Missouri.

What we can tell you is that four-lane roadways with a raised median have been built around the nation, and, we can tell you what happened to businesses in those situations.

The Iowa State University Center for Transportation Research and Education did a study on the Economic Impacts of Access Management. Its findings were that the perceived impacts of access management on commercial businesses are often worse than what occurs.

The study focused on nine different access management corridors in Iowa and examined the impacts on businesses and business customers along these routes.

The Findings

1. Access managed corridors generally had lower rates of business turnover than other parts of their communities.

2. They had more rapid growth in retail sales once projects were completed.

3. Far more business owners reported stable or increased sales following completion than those who reported sales losses.

Other Findings

- Retail sales for businesses within the case study corridors matched or significantly outpaced sales in their respective communities.

- The rates for business turnover in the study corridors ranged from about 2.6 to 10 percent per year, a range below or equal to the business turnover rate for Iowa as a whole.

- More than 80 percent of business owners reported no customer complaints about access to their businesses.

Iowa isn't the only state



Businesses along Route 61 with a raised median in Cape Girardeau are thriving. Both K-Mart and Schnucks have undergone expansions and Fagolis and Walgreens both located to their present locations after the raised median and limited access was introduced.

measuring the economic impacts of access management. Texas also conducted a study. The study focused on roadways with raised medians in three cities. The results showed that there was less than one percent decrease in gross business sales during construction and more than five percent increase after construction.

A study in South Florida found:

- 70 percent of merchants reported no adverse affects on truck deliveries.

- 72 percent reported no change in property value.

- 13 percent of commercial property owners reported an increase in property value.

- 60 percent reported no change or a slight increase (5.2 percent) in business.

These are some facts about what happened in similar road improvement situations. The studies conclude that most businesses reported no change in business activity following a median project.

The Sources:

Iowa State University
Center for Transportation
Research & Education

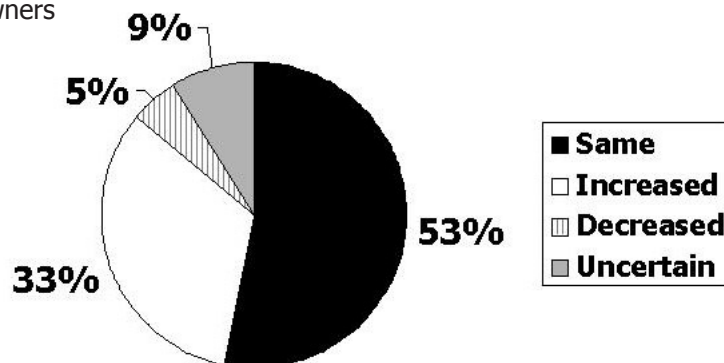
Oregon State University
Transportation Research Institute

National Highway Institute
Course No. 15255-Access Management, Location & Design

University of South Florida
Center For Urban Transportation Research

Impact On Business Sales

Survey of Business Owners
Following Completion
of Project



Iowa State University - February 24, 1999
Benefits and Impacts of Roadway Access Management